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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 19 December 1957

SUBJECT Drewitz Airfield

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1. The airfield was occupied by the Hq 3rd Ftr Div, the 7th Wing including squadrons 1 through 4, the 9th Wing including squadrons 1 through 3; the Air Technical Battalion; the Binder Unit, the T-I Company.^{1,2,3} A total of 50 officer candidates detached to Drewitz in early December 1956, were subordinated to Hq 9th Wing as instruction course attendants

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2. The names of the following officers were known:

3rd Div: Commander Lieutenant Colonel Reinhold (fnu)
 Chief of staff Major Martin (fnu)
 ? Captain Groffig (fnu)
 9th Wing: Commander Captain Schneider (fnu)
 Chief of staff Captain Kunze (fnu)
 Chief of staff
 2nd Sq Lieutenant Schmidt (fnu)
 Chief of staff
 3rd Sq First Lieutenant Bergmann (fnu)
 Air Technical Battalion:
 Commander Major Beyer (fnu)
 Binder Unit:
 Chief Captain Binder (fnu)
 Soviet advisor for air training: Colonel Kopilov (fnu) and 2
 Lieutenant Colonels
 Soviet advisor for techniques; 1 major
 Post commander: First Lieutenant Schmidt (fnu)⁴

3. The actual strength was estimated as follows, according to personnel observed at division roll calls.
 Division headquarters : about 40 men
 7th Wing : about 120 men
 9th Wing : about 90 men
 Air Technical Battalion: about 230 men
 The strength of the Binder Unit and the T-I Company was unknown. These units were billeted separately and did not appear at the roll calls.

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4. The 3rd Ftr Div was organized as follows:

<u>7th Wing (Drewitz)</u>	<u>8th Wing (Jockendorf)</u>	<u>9th Wing (Drewitz)</u>
1st Sq		1st Sq
2nd Sq	?	2nd Sq
3rd Sq		3rd Sq
4th Sq		

5. Beginning about the summer of 1956, the pilots were retrained with MiG/UMiG-15s. Beginning about April 1957, jet aircraft flew in formations, and started firing at ground targets. In early May 1957, a total of 20 sub-lieutenants who had passed the state examination at Kamenz Flying School were transferred to the 7th Wing, and retrained with MiG-15s. Prior to early May 1957, no replacements of young personnel had arrived at the 9th Wing. It was learned that re-equipment with MiG-17s would be conducted during the summer of 1957. All wings were to be fully equipped with 12 aircraft per squadron. It was planned to transfer the MiG-15s, while the UMiG-15s were to stay with the units. Special retraining with MiG-17s was not believed necessary.⁵

6. In May 1957, Drewitz airfield was occupied as follows:
 22 MiG/UMiG-15s: on the dispersal areas of the two wings
 12 MiG/UMiG-15s: in each of the four hangars where they were to be repaired
 12 Yak-11s : parked and not employed during air activity

Two thirds of the jet aircraft were UMiG-15s while the rest were MiG-15s, which were not constantly assigned to one wing, but used by both wings and parked on the two dispersal areas.

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7. In late April 1957, retraining with jet aircraft was believed to be terminated. During air activity, the exercises included simultaneous take-off in formation of three aircraft, assembling of up to 21 aircraft in the air, and simultaneous landings in pairs. One day prior to the fly-past on 1 May 1957, jet aircraft arrived from Cottbus and Jockendorf airfields. After the landing, a total of about 48 MiG/UMiG-15s were observed at Drewitz airfield. A preliminary exercise for 1 May 1957 was conducted in the presence of General Stoph (fnu), Brigadier General Zorn (fnu), and a young unknown air force general. The exercise included take-off in formations of three aircraft each. The formations took off one after the other at intervals of about 500 meters and assembled in the air. The unit was flying over the airfield in two groups with a considerable distance between them, each group consisting of several 3-aircraft formations. Each group formed a large circle at an altitude of 500 to 600 meters about 1 km north and/or south of the runway. The northern circle was flying in clockwise direction, and the southern circle anticlockwise. Subsequently, one aircraft from each circle prepared for a simultaneous landing and was immediately succeeded by the others which landed at intervals of 500 to 700 meters. The maneuver lasted about 30 minutes from the moment the aircraft assembled in a circle to the last landing; 15 to 20 minutes elapsed from the first to the last landing. On 2 May 1957, the aircraft returned from Cottbus and Jockendorf. On another unidentified day after 1 May 1957, a similar exercise was held with 21 aircraft from Drewitz, including take-offs in pairs, assembling in the air, formation of two circles one above the other and slightly staggered, break-off of the two leading aircraft and landing at the same time. No air activity was observed during bad weather.⁶

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8. The flying personnel had to make routine jumps from an AN-2 stationed at Cottbus. A jump-off stand consisting of 3 steps 2, 3, and 5 meters high had been erected for preliminary exercises. The pilots jumped without equipment starting at the 2-meter step. They suffered the same strain as during a parachute landing.
9. In the early morning hours in mid-March 1957, a practice air raid warning was ordered through telephone by the division commander. The practice included falling-in in front of the billets of all officers, NCOs, and EM with weapons and field equipment; departure in squadrons and/or platoons to the decentralization areas; getting ready of flying personnel near the aircraft; moving of motor vehicles to positions fixed for defense against nuclear weapons; 1 aircraft in the air within a period of 2 hours. It was assumed that the total installation was without current except for the telephone installation. The warning was cancelled after 1 and a half hours and a great confusion was observed.
10. The runway was about 2,500 meters long and extended in about northeast-southwest direction. An emergency landing lane was located north of the runway with white little flags set along either side. It was not as long as the runway but had the same width.⁷ A taxiway with two connecting lanes was observed south of the runway. No construction work was under way on the taxiway formerly planned north of the runway. A shooting and zeroing-in stand was being constructed at the eastern section of the project. Neither lighting facilities were available, nor was air activity observed at night. Four wooden hangars on concrete basements with the official designation H I through IV were available. Hangar I and II were assigned to the 9th Wing and hangar III and IV to the 7th Wing for repair of MiG/UMiG-15s. The repair hangar the size of which was unknown had been completed in March 1957 but was not used until May 1957 except for some offices at the southern side of the building. The workshops installed included repairshops for MiG/UMiG-15s, at present in the hangars; ordnance shop; workshop for MiG equipment; workshop for motor vehicle equipment.⁸
11. The following supply installations were observed:
 - a. Fuel dump at the eastern end of the airfield
 - b. Oil bunker near hangars I and III
 - c. Motor vehicle filling station
 - d. Ammunition dump: concrete bunker 3 x 5 meters; total height 2.50 meters including 1 meter above the ground; concrete cupola covered with earth; double barbed wire fence; sealed gate. The ammunition stored included MiG-aircraft cannons, machine guns, carbines, submachine guns, and ammunition for pilots. A narrow passage ran through the middle of the bunker. On one side, there was only MiG ammunition in boxes with German inscription, armor-incendiary, armor-piercing, and fragmentation shells which were mixed when loading the belts.

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- e. Bomb dump: construction terminated by May 1957; the installation was to be guarded soon; entrance presumably through guardhouse, several flat buildings. Double barbed wire fence was or will be electrically loaded. The kind of ammunition to be stored and the capacity of the dump are unknown. The officers only spoke of bomb dump. There was no railroad connection.
- f. Ammunition bunker of the wings near hangars I and III.
- 12. The motor vehicles parked at the motor pool included an unknown number of sedans; 3 trucks of H-6 type; an unidentified number of trucks, type Granit and H-3-A; special trucks such as searchlight and crane trucks, caterpillar tractors, compressed-air and battery trucks; the repair shop trucks were parked in and/or near the hangars of the wings.⁹
- 13. Some dispersal areas which were covered with runway mats were observed at various spots of the taxiway including one on the middle portion. A total of about 10 MiGs could be parked there. Several lanes covered with runway mats ran from the eastern portion of the taxiway toward north into the wood where the tree tops were tied together and devices for camouflage nets had been fitted.¹⁰
- 14. The following billets and special installation were observed at Drewitz airfield:
 - a. Billets inside the fence
 - b. Billets outside the fence 11
 - c. Power supply installation
 - d. Water supply installation
 - e. Decentralization areas
 - f. Trenches for defense against nuclear weapons
 - g. Cheval-de-frise
 - h. No AA gun emplacements available
- 15. The guards armed with carbines were furnished by the guard company which was reinforced by other units. There were the 1st and 2nd corporals of the guard, a commander of the guard and the deputy commander of the guard. A total of 31 sentries were on duty in normal times and a total of 50 in times of crisis.

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Sentry areas	Number of sentries in normal times	Number of sentries in times of crisis
Hangar I and II	2	3
Hangar III and IV	2	3
MiG dispersal area of 7th Wing	4	8
MiG dispersal area of 9th Wing	4	8
Repair hangar	2	3
Fuel dump, watchtower I	3	3
Fuel dump, watchtower II	3	3
Fuel dump, watchtower III	-	3
Fuel dump	2	4
Ammunition bunker	3	3
Waterworks	2	3
Sentry checking passers-by	4	6
	31	50

Checking can only be conducted by the "Wachkopf" (guard head consisting of the commander of the guard and corporals of the guard), at least two persons. If control officers from Cottbus or the division want to enter the guarded area, they have to be accompanied by a member of the "Wachkopf". Watchtowers including 2 with searchlights were located at various places within the airfield area. The two searchlights on the watchtowers and a strong searchlight radiating toward east and west in front of the dispersal areas of the 7th Wing were switched on and off by the night sentry in the transformer station. Watchtowers I and II at the fuel dump mounted a searchlight and were always occupied by sentries, while watchtower III which was also furnished with a searchlight was only occupied in times of crisis. About 20 police dogs and 2 bulldogs were seen in the dog kennel. Four fire extinguishing trucks were observed at the fire station which had a large garage and a tower for fire extinguishing equipment. The hoses were put up for drying in this tower which was 30 meters high and occupied by fire sentries from dusk to dawn. The fire brigade tower in the southwestern portion of the installation was about 30 meters high and only occupied during periods of great dryness.¹¹ The officers, NCOs, and EM had permits for assigned duty and quarters, while only the 7 or 8 members of the State Security Service (SSS) in the installation were in possession of special permits. The permits had a brown color, and could be pulled out, 7 x 4 cm in size. They were worn around the neck on a leather strip and in a leather casing, and shown to the checking sentry when passing through the entrance.

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16. In the spring of 1957, a Soviet or Czech short film on firing at a MiG nose with a 37-mm air cannon was shown to the officer candidates, while an officer explained the operation. The 37-mm cannon was about 100 meters from the MiG nose on the ground. The round which was fired at the front part of the nose ricocheted leaving only a scratch on the glass. The next round hit the glass nose at a right angle and shot through. Another round at the armor plate from the rear caused cracks on the outer side and heavy bulging. Four rounds at the carriage of the installed cannons from underneath left only little spray effects.
1. Comment. A fourth squadron with the 7th Wing of the 3rd Ftr Div is reported for the first time. It appears possible that the 7th Wing as a whole or only the 4th Squadron of this wing has been assigned training missions.
2. Comment. It is believed that the 2nd Air Tech is stationed at Drewitz.
3. Comment. The designation of the T-I Company is reported for the first time. Its meaning is still unknown.
4. Comment. Captain Kunze, Lieutenant Schmidt, First Lieutenant Bergmann, First Lieutenant Schmidt are reported for the first time, while the others are known and/or are confirmed.
5. Comment. In the meantime, MiG-17s were assigned to the NVA/L. A total of 12 MiG-17s are believed to be stationed at Drewitz.
6. Comment. According to the landing procedure described, the aircraft of the northern formation must have landed on the lane north of the runway. For sketch and legend, see Annex. 1.
7. Comment. The emergency landing lane allegedly covered by runway mats was repeatedly reported. For sketch and legend, see Annex 1.
8. Comment. For sketch and legend, see Annex 1.
9. Comment. For sketch and legend, see Annex 2.
10. Comment. For sketch and legend, see Annex 1.
11. Comment. For sketch and legend, see Annex 2.

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Legend

1. Runway about 2,500 meters long
- 1a. Emergency landing lane
2. Taxiway with connecting lanes 2a and 2b
3. Dispersal areas
 - a. Dispersal area at the eastern taxiway for MiGs before taking off
 - b. Individual dispersal areas
 - c. Aircraft parked in the open air: 7th Wing in the west, 9th Wing in the east
 - d. Camouflaged areas for MiGs
4. Flight control station
5. Hangars, wooden hangars on concrete basements
6. Building with two stories underground, heating installation on the lower story; two stories above the ground only at the southern rear side; the rear and side parts are made of brick, large gates at the front part; the pointed roof consists of steel and glass; dimensions unknown.
 - a. Presumably transformer station for the repair hangar due to the high windows. In May 1957, the frame was removed.
7. Railroad connection
8. Flat brick building about 40 x 10 meters with three stories in the middle section; many office rooms and small rooms for workshops established; office of the "technician on duty" of 7th Wing; repair shop for MiG equipment such as radio sets, bomb sights, IFF sets.
9. Training ground for parachuting, training installation for firing at MiG noses. Ground-to-air firing installation for training the pilots to get used to parachuting when the plane is shot down.
10. Ammunition bunker of 7th Wing
11. Southern building: oil bunker
Northern building: temporary building for sentries of hangars of 7th Wing, telephone connection.
12. Transformer station

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13. Southern building: oil bunker
Central buildings: 2 temporary buildings storing spare parts
for Yak-11 (propellers, tanks, etc.)
Northern building: ammunition bunker of 9th Wing
14. Photographic center, processing of photographs; repair shop
for MiG air cannons
15. Fire station with garages for 4 fire extinguishing trucks
a. Tower for the hoses; fire sentries
16. Installation surrounded by barbed wire, no guards
a. Large temporary building, storage of barbed wire, tar, etc.
b. Oil bunker
c. Temporary building with equipment such as carts, brooms, etc.
17. Large transformer station
18. Motor pool, see Annex 2
19. Packing place for parachutes; unknown, whether parachutes are
stored there
20. Battery loading station
21. Compressed-air station and depot
22. Ramp
23. Warehouse and dispatch building
24. Guardhouse with detention room
25. Dog kennel
26. Building housing ration supply and clothing depot (clothing
and equipment: "B and A")
27. Officers' mess hall with kitchen
28. Wooden temporary building with canteen and HO (Trade
Organization) shop

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Annex 1

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29. Headquarters building of 3rd Ftr Div and offices of Soviet advisors. Flag room with the colors of the division in a sealed steel case and permanently guarded. Motorized radio station, allegedly 8-kW capacity, with a GAS truck and a ZIS-151 truck, an umbrella-shaped antenna with a mast about 20 meters high, a T-antenna (Stabkreuzantenne) with a mast about 10 meters high, all in front of the western side of the building.
30. Building housing bathrooms and laundry, room for exchange of laundry
31. Headquarters building of 7th and 9th Wing and telephone center of total installation. Flag room of 9th Wing colors in steel case and guarded.
32. Instruction building with gymnasium, heating station for all billets
33. Hospital
34. Wooden temporary building
35. Messhall and kitchen for NCOs
36. Billets for elements of the motor vehicle company; billeting equipment stored in the attic, and radio room on the ground floor.
37. Billets for NCOs and EM of division and wing headquarters. Alert room for the person on duty of 9th Wing.
38. Post office. Billets for NCOs and EM, elements of 9th Wing. One room on the first floor used as service room of the SSS personnel of NVA. Storage facility for cleansing agents and equipment in the cellar.
39. Billets of the guard company; instruction cabinets for the chemical service (ABC)
40. Billets for members of 7th Wing
41. Billets for members of Air Technical Battalion, guard company, and elements of the motor vehicle company. Repair shop for MIG cannons, infantry weapons; room with belt-filling machines; browning installation for all weapons. Guard room, where guards receive orders; sand model of the entire installation.
42. Fuel dump with laboratory, railroad connection, and watchtowers.
43. Shooting and zeroing-in range constructed in the extension of the northern taxiway already under construction. Carbine and machine gun firing of the troop is also conducted there.
44. Temporary building for pilots; day room during air activity

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45. Location of the motorized radio station during air activity; three-axle ZIS truck with umbrella-shaped antenna (Discone type)
 - a. Post of a motorized radio station allegedly with 3-kW capacity during air activity; two-axle GAS truck, several generators at the side of radio station
46. Location of D/F station; telephone communication to installation No 45, displaced only during air activity.
47. Trenches for defense against nuclear weapons

Northern installation: trenches about 2 meters deep, about 1.80 meters wide;
1 bunker for one group, trenches (dead trenches) for storing contaminated material, to be covered by earth after being filled.

Southern installation: same trenches as in northern installation, but strongly fortified, 1 bunker for one platoon.
48. Ammunition bunker
49. Bomb depot
50. Entrances
 - a. Sentry checking passers-by (main entrance to installation)
 - b. Gate closed and not guarded
51. Athletic field with elevated earth for the grand stand
52. Concrete pedestal with green sheet-metal superstructure about 1.30 meters high, telephone exchange box, erected only in early May 1957, no overhead lines.
53. Dressing room with lavatory
54. Temporary building for parking gliders of the GST (Association for Sports and Technique)
55. Dam cutting, spur track is presumably to be connected with railroad line
56. Ditch, 6 to 7 meters deep, unidentified utilization
57. Fire brigade tower, only occupied during great heat
58. Waterworks outside the installation near hill 62.9; pipe system unknown. Double barbed wire fence permanently guarded; pumping station with Diesel generator consuming 30 l/h, 2 wells (one large, one small) and house with measuring equipment.

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59. Cheval-de-frises in the young forest plantation north of the dispersal area of 9th Wing; very uncontrollable area. Areas in front of the dispersal areas of 7th Wing can easily be observed, no cheval-de-frises.
60. Decentralization area for the Air Technical Battalion, motor vehicles guard company with trenches for defense against nuclear weapons, some of them dilapidated.
61. Decentralization area for 7th Wing, no special installations
62. Decentralization area for 9th Wing also without special installations
63. Temporary building for gliders of the GST.

Residential area A and B: Billets south of the railroad line, see Annex 2.

WT: watchtowers

- I, II: Roofed watchtowers with searchlights 10 meters high and not always occupied
- III : Watchtower, 8 meters high, without roof and searchlight
- IV : Watchtower, without searchlight, never occupied
- V : Watchtower, without searchlight, never occupied
- VI : Watchtower at the fuel dump, occupied only in times of crisis
- VII : Watchtower with sentry and searchlight at the fuel dump
- VIII : Watchtower with sentry and searchlight at the fuel dump

No other lighting facilities are available than a strong searchlight 1.50 meters high, radiating toward west and east, located in front of the dispersal area of 7th Wing. The fence, 2.30 to 2.50 meters high, consists of densely and crosswise tightened barbed wire on concrete poles, 5 meters apart.

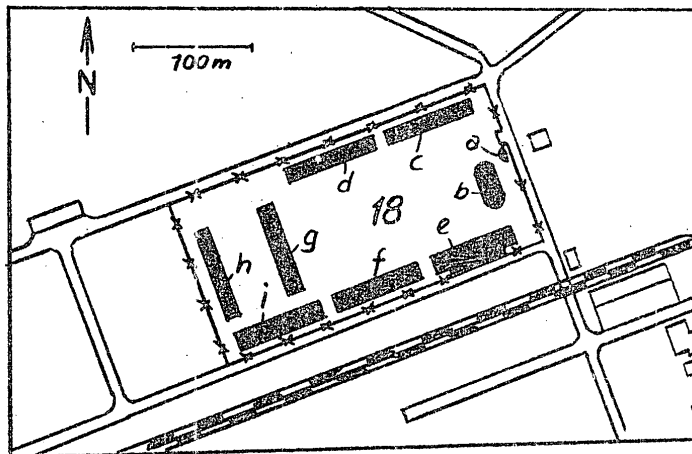
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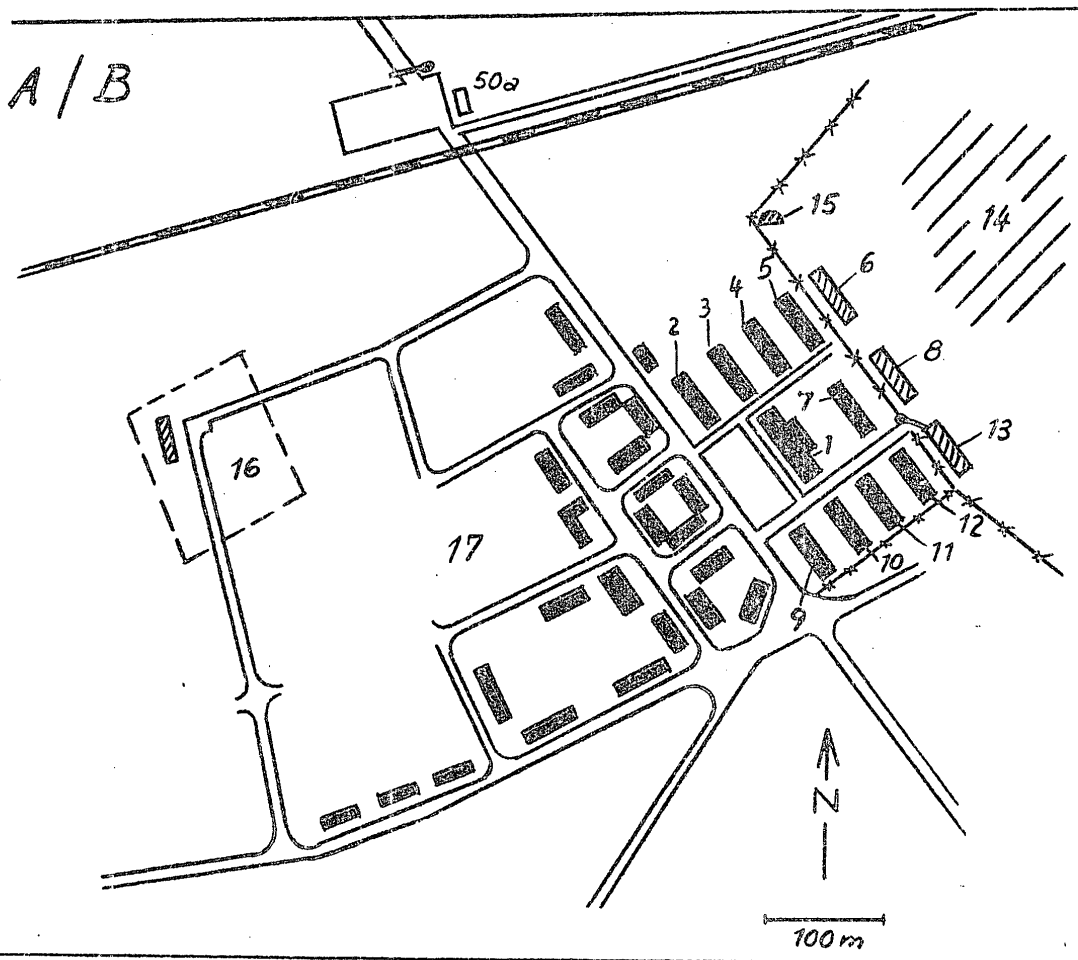
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Annex 2

Motor Pool at Drazits Airfield



Buildings South of the Railroad Line



For legend, see next page

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Annex 2

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Legend

Installation No 18: Motor pool where all motor vehicles of the Air Technical Battalion are parked except for the repair shop trucks.

- a. Guardhouse
- b. Filling station with 2 standpipes
- c. Garage for sedans
- d. Garage for sedans
- e. Garage for especially heavy trucks, such as 5 H-6
- f. Garage for light trucks of Granit type; number unknown
- g. Garage for trucks, H-3-W type; number unknown
- h. Garage for special trucks, such as searchlight and crane trucks, caterpillar tractors
- i. Garage for tank trucks (4 x G-5, 1 x H-3-A, 1 x ZIS-151)

Installations A and B: Bilets for single officers and single and married personnel who have served for a prolonged period.

1. Club with motion picture theatre, canteen for EM, HO restaurant for officers and those who have served for a prolonged period, library.
2. - 5. Bilets for officers and NCOs.
6. Building probably behind the barbed wire fence, belongs to the Binder Unit and/or T-I-Company
7. Temporary building of unidentified purpose
8. Building probably behind the barbed wire fence, belonging to the Binder Unit and/or T-I-Company
9. - 12. Bilets for officers and NCOs
13. Building probably behind the barbed wire fence, belongs to the Binder Unit and/or T-I-Company
14. Brick buildings quartering the Binder Unit and the T-I-Company; area guarded and off limits.
15. Watchtower, occupied by the aforementioned units
16. Construction site (May 1957)
17. Apartment houses for married officers, married NCOs, and Soviet advisors constructed prior to May 1957. The area is called "settlement".
- 50a. Guardhouse with detention room; sentry checking passers-by.

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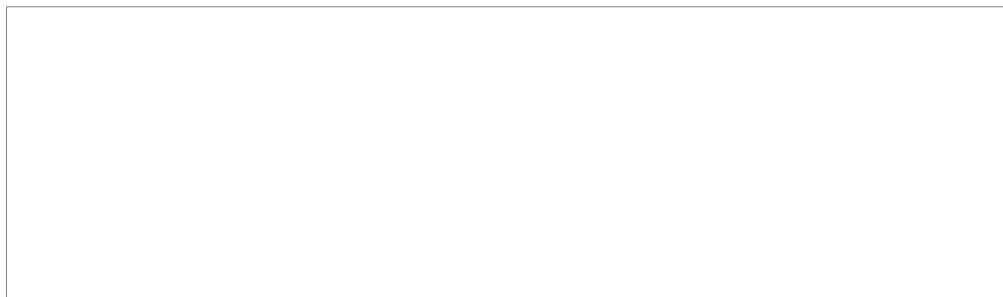
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Description of Attachment:

A sketch of Drewitz airfield showing installations. This is referred to as Annex 1 in the report.



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